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DYE IMPERIAL... 1 Doz. Quarts \$59  
2 Doz. Pints 362  
As supplied to  
H. M. KING EDWARD VII.  
SOLE AGENTS—  
H. PRICE & CO.,  
12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,019 號玖十零千肆萬壹第

日玖拾式月正年玖十二結光 HONGKONG, FRIDAY, FEBRUARY 27TH, 1903 伍拜禮 號柒十式月式年春零百九仟壹英港香

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HOTELS.

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A First Class Hotel in every respect. Elegantly Furnished Reading, Drawing Room, and Smoking Rooms. Private Bar and Billiard Rooms for Hotel residents. Dining Accommodation for 300 persons. Private Dining Rooms. Special Dining Room for large parties. Ladies' Afternoon Tea Rooms with European Maitre in attendance. Ladies' Cloak Room. Ping-Pong Room. Hydraulic Elevators to every floor. Electric Lighting. Hot and Cold Water throughout. Wine and Groceries specially imported by the Hotel. Wines cooled by Hotel refrigerating machinery. Hotel Linen washed on the premises by machinery. Bedroom Accommodation—131 rooms. Fire Extinguishing Mains and Emergency Exits on every floor.

CHARGES MODERATE.

H. HAYNES,  
Manager.

## THE PEAK HOTEL.

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 29. Town Office: 7, DUDDELL STREET.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL. Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms. Rooms specially reserved for Captains of the Merchant Marine. Hot and Cold Water throughout. Electrically Lighted. Electric Passenger Elevator to each floor. Table D'Hoté at separate tables. For Terms, &c., apply to the MANAGER.

Hongkong, 24th October, 1902.

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP, The Peak, near the Tram Terminus. Tel. 56. For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900.

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and Lofti Rooms, Elegantly Furnished throughout. Hydraulic Elevator, hot and cold water throughout. Special Rates for Tourists. Launch Service for Guests. For Terms, apply to the MANAGER.

Hongkong, 31st October, 1902.

HING KEE HOTEL.

(ESTABLISHED 1873) MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor. Telegraphic address "HINGKEE".

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(HOTEL-SANITARIUM OF SOUTH CHINA)

MACAO.

IT HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (as. Hengshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA".

For Terms, apply to THE MANAGER.

H. RUTTONJEE.

D'Aguilar Street, Hongkong.

Hongkong, 26th February, 1903.

THE MANAGER.

Hongkong, 4th October, 1902.

CANTON, 1st October, 1901.

CANTON, 1st October, 1901.

## CLUB WHISKY

THE BEST VALUE ON THE MARKET.  
Per Doz. .... \$15

H. PRICE & CO.,  
12, Queen's Road.

## RAINIER BEER

"THE FINEST BEER BREWED  
IN AMERICA."

PER CASE 6 DOZEN PINTS \$18.00  
4 QUARTS

## A. S. WATSON & CO.

LIMITED,  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SOLE IMPORTERS. [a1545]

CUTLER, PALMER  
& CO.'S  
PRICE \$11.75 PER DOZEN  
NET

"SPECIAL BLEND" WHISKY

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSEN & CO., Hongkong. [a46]

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WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
NIGHT CARS, 9.45 to 11.15 p.m., very 1 hour.  
SUNDAYS.  
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.  
NIGHT CARS on Week Days.

EXTRA CARS at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.  
JOHN HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st October, 1902. [a2612]

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a First-class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply Fittings of every description. Bargains can be had in Second-hand Machines. Repairs executed with promptitude and skill.

Enamelling a Specialty.  
MORIARDY & CO.  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901. [a2584]

MACLAREN'S IMPERIAL

CANADIAN CHEESE,  
IN JARS (MEDIUM and SMALL).

Wholesale and Retail from  
LANE, CRAWFORD & CO.,  
SOLE AGENTS.  
Hongkong, 22nd October, 1902. [a280]

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.

In Casks of 375 lbs. net \$6 per Cask ex Factory.  
In Bags of 250 lbs. net \$3.75 per bag ex Factory.  
SHEWAN, TOME & CO.,  
General Managers.  
Hongkong, 3rd December, 1902. [a281]

CARMICHAEL & CLARKE,

CONSULTING ENGINEERS,  
SURVEYORS AND CONTRACTORS,  
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A B C Code, 4th Edition  
A 1 Code.  
Liber's Standard Code.

TELEPHONE, 232.  
Hongkong, 16th February, 1903. [a553]

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

A Soldier's Love Story: a Romance of Hongkong, by Giles Wheatley (Mrs. R. F. Johnson). \$1.00  
British Journal Photographic Almanack 1902. 6.93  
Cassell's Illustrated History of the Boer War. 6.50  
The Memoirs of Paul Kruger. 10.50  
Wooings and Weddings in Many Climes, by L. J. Miln. 5.00  
International Code of Signals. 16.00  
Practical Seamanship, by Todd and Whall. 17.50  
Wrinkles in Practical Navigation, by Locky. 18.50  
Dues and Charges on Shipping in Foreign Ports. 20.00  
Refrigeration, Cold Storage and Ice Making. 13.50

### NEW STOCK PHOTO ALBUMS.

Pearson's Magazine; Vol 14; July to Dec. 1902. \$5.00  
Clow's New Naval Pocket Book. 4.25  
Infantry Training 1902. 0.98  
Signalling Through Space. 4.00  
Highway of Fate, by R. N. Carey. 1.75  
Cecilia, by Marion Crawford. 1.75  
Flower-o'-the-Corn, by S. R. Crockett. 1.75  
The Weird o' it, by M. P. Shiel. 1.75  
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### SANDOW'S GRIP DUMBBELLS.

[a33]

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WINE AND SPIRIT MERCHANTS.



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## INTIMATION

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ESTABLISHED A.D. 1841.

## WINE &amp; SPIRIT MERCHANTS

WHISKY.  
WATSON'S CELEBRATED  
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VERY OLD LIQUEUR  
SCOTCH WHISKY.CHAMPAGNE.  
JULES MUMM & CO.  
As supplied to Royal and Imperial  
Houses of Europe.BRANDY.  
Pure COGNAC of the finest qualitySHERRY, PORT, CLARET.  
Choice Wines of superior quality,  
specially selected.BURGUNDY.  
Sparkling and still.AUSTRALIAN CLARETS AND  
HOCKS.AERATED WATERS.  
Absolute purity guaranteed.CIGARS, CIGARETTES,  
CONFECTIONERY,  
&c., &c., &c.A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

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Correspondents must forward their names and addresses  
with all communications addressed to the Editor  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No unoptionally signed communications that have  
already appeared in other papers will be inserted.  
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Lieber's  
P.O. Box, 33. Telephone No. 12DEATH.  
On the 24th February, at No. 5, Chancery Lane  
Hongkong, JUDITH MARIE RODERICK, the beloved  
wife of L. F. DA COSTA VIEIRA RIBEIRO. Deeply  
regretted. Lipton paper, please copy.

The Daily Press.

HONGKONG OFFICE: 14, DES VIEUX ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th February, 1903.

In a new quarterly magazine entitled *The East and the West*, issued by the Society for the Propagation of the Gospel, appears an interesting article by Dr. AWDAY, the Bishop of South Tokyo, on "Some Weak Points in the Japanese Character." It consists mainly in an attempt to explain the low state of commercial morality which admittedly prevails in Japan. "If we were called upon to do business with the Chinese," the Bishop says, "we should place complete reliance in them; but if with the Japanese we should watch them most carefully at every turn." Dr. AWDAY, in the first place, accounts for the difference by saying that in China the merchant is respected and self-respecting, while in Japan all the best elements of the national culture and ideals are associated with the military class, and trade and the handling of money are accounted degrading. This in itself would be a very inadequate explanation. Mr. CLEMENT F. R. ALLEN, formerly H.B.M.'s Consul at Foochow, who contributes an article in the same number of the magazine on "China's Needs" incidentally expresses the opinion that Chinese commercial morality is explained by the fact that they have learnt the lesson that honesty is the best policy, and he adds that it is at least doubtful whether they are actuated by any higher motive. While Mr. ALLEN justly says of the Chinese that they will keep to the terms of a time bargain, and that a merchant will account for every penny entrusted to him, Dr. AWDAY tells his readers

"that the Japanese fail miserably in the matter of keeping their word in contracts." Why the difference? The Bishop does not attempt to furnish any further information on this point than that we have quoted above, but he discusses at some length the historical causes of the "defect in the Japanese code which we call commercial immorality," and comes to the conclusion that it is "negative rather than positive, non-moral rather than immoral, a deficiency rather than a substantive point in their character." There is a great deal to be said for the Bishop's view of the subject, but it is safe to say that it will not be entirely endorsed by the foreign merchants in Japan who suffer by reason of the "defect" which they prefer to regard as immoral rather than non-moral. The arguments used are not wholly free from inconsistency. When on the abolition of Feudalism in Japan forty years ago the military, "which was the most cultured and honourable class" were paid off and advised to use their money to good account, they soon lost their money and took to the army, the police, public offices of various kinds even jinrikisha-driving, but not to trade, says the Bishop, "and trade was left chiefly to those who did not belong to the honourable class, for with few exceptions they only could succeed in it." Two inferences may be drawn from this statement, viz., either that this class was a dishonourable class in the usual acceptance of the term, or else that they only could succeed because they were already experienced in commercial dealings. It is probably the latter view which the Bishop wishes to convey, as he writes not without admiration of the "mutual consideration which was never absent from their contracts" before "international commerce came to demoralise their dealings"—demoralise them, that is by the elimination of the system of mutual consideration which, according to the Bishop, is impossible in large and complicated engagements, and doubly impracticable in international commerce.

Be that as it may, after forty years of international trading, one would suppose that the Japanese people would have generally recognised the immorality of the breaking of contracts and have saved themselves from the reproach that such articles as the Bishop's must necessarily cast upon them. We question whether any of the Japanese Chambers of Commerce would offer a similar defence of the evils, which the leading men in the Japanese commercial world fully recognise and, to their credit be it said, are striving to correct.

Two German gunboats arrived from Canton yesterday—the *Iltis* and *Tiger*.

During the 24 hours ended at noon yesterday the 26th case of plague for 1903 occurred, a dead Chinese being found at Glenealy.

We are asked to call attention to the alteration in time of Mr. Geo. P. Lammetts' auction sale of fine art curios, etc., to-morrow, at 11 a.m.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

"Bay View" ... ... ... ... \$10  
"Duty" ... ... ... ... 5

The Government Assessor, Mr. Arthur Chapman, requests that intending subscribers to the new street index send in their orders to him at once so that the printing may be proceeded with. The publication consists of an index of streets, house numbers and lots in Victoria, including Kennedy Town, the Hill District, Kowloon Point, Yau Ma Tei, Hung Hom, Mong Koktsui, and Tai Koktsui, etc.

By permission of Major Radcliff and Officers the band of the 33rd Burma Infantry will play the following programme of music in King Edward Hotel to-day, during dinner, from 7.30 to 9.30 p.m.:—

March. "Second to None" ... Ord. Hume  
Overture ... "Zampa" ... Herold  
Selection. "Dandy Dan" ... Slaughter  
Dance. "Hungarian" ... Muller  
Selection. "Hungarian" ... Henley  
Waltz. "Valse des Fleurs" ... TschaikowskyEXTRA.  
Military Tafte "La Rechte Militaire" ... Wely  
"God Save the King."

The Superintendent of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the Building Fund of the Nethersole Maternity Hospital:—

A. Ramjahn	... ...	\$100
C. Ewens	... ...	100
Francis Lee Yat	... ...	100
Leong Fik Shan	... ...	100
U Yul Chi	... ...	100
Leung Yau Po	... ...	100
Yung Yik Ting	... ...	100
Ho Fook	... ...	100
Chow Dart Tong	... ...	100
Mok Clu Chum	... ...	100
Au Chak Man	... ...	50
Tsang Hon Cho	... ...	50
S. W. Tso	... ...	50
Tse Wing Chiu	... ...	50
Tse Wing Yam	... ...	50
Yung Siu Hin	... ...	50
Wong Kei Nung	... ...	50
Chiu Yik Shang	... ...	50
Wong Tse Ying	... ...	50
Tsui Chang Li	... ...	50
Kwok Sung Lai Tong	... ...	25
Mok Yau Lam	... ...	25
I. Ou Fire and Marine Insurance Co.	... ...	25

According to the San Francisco papers, the *Advertiser* brought back thirty-eight Chinese who unsuccessfully tried to enter the United States by the border route, and were ordered to be deported.Mr. C. J. Rivett-Carnac, the Financial Advisor to the Siamese Government, has sailed for England on six months' leave of absence. The *Siamese Free Press* understands that Mr. Rivett-Carnac has some important state missions to fulfil, including the raising of a foreign loan and other business of moment. During Mr. Rivett-Carnac's absence Mr. W. J. F. Williamson, Director of the Paper Currency Department, will take up the duties of the Financial Advisor.A correspondent writing to the *N.C. Daily News* says:—In a private discussion lately the question arose as to the effect produced in China as a whole by the decline during recent years in the gold price of silver, one disputant expressing the opinion that except in the neighbourhood of the ports and places in direct trade with foreigners, prices of the simple native commodities had been little affected, and that in the heart of the country, away from contact with foreign markets, prices were practically the same as they were 20 years ago.A Peking despatch states that it is reported that Prince Su has obtained the consent of the Throne to establish a sort of Mixed Court in the Tartar City, where the Manchus of the Blue Banner Corps have their allotted residence. It is intended, says the *N.C. Daily News*, to hold judicial sittings in the now Mixed Court to try petty cases such as are conducted in the Mixed Court in Shanghai. For this purpose Prince Su is selecting officers of the fifth rank, or higher, who can speak foreign languages, thereby enabling them to converse personally with the foreign assessors who will be appointed to try foreign-Chinese petty cases with them.The *Shanghai Mercury* says:—Shareholders in the Dock Company will be glad to learn that in addition to the ordinary winter overhaul of steamers belonging to local shipping firms, and the order lately issued for five cruisers for the U.S. Government of the Philippines, they have since obtained orders for one screw and three paddle-wheel tow-boats, 18 cargo-lighters, of from one hundred to six hundred tons each, a steam garage-boat, several steam-launces, and new boilers both for ocean and land purposes. The U.S. transport *Burnside* is also having extensive repairs and alterations effected, and the Spanish steamer *Vizcaya*, daily expected, is also to receive a thorough overhaul, which will occupy the Company several weeks.The Governor of Odessa, Count Shuvaloff, was last month summoned to St. Petersburg and personally thanked by the Tsar for his exemplary activity in combating the spread of the plague in Odessa during last summer and autumn. The Imperial recognition of the herculean efforts of Count Shuvaloff in the cause of the public safety, not only of Odessa, but, through Odessa, of Russia as a whole, is a source of great gratification here, says the *Times* correspondent. For several months last year a feeling of the greatest apprehension prevailed throughout South Russia at the prospect of a serious spread of the scourge, and it is agreed here on all hands that had the authorities under Count Shuvaloff not grappled with the danger with the promptitude and vigour they did, a repetition of former disastrous epidemics in Russia would have been almost inevitable.Unusual interest was aroused in railroad circles in the United States last month by the sale of additional Oregon Short Line debentures and participating bonds to the value of ten million dollars. The proceeds are to be devoted to the construction of an extension, which will link Los Angeles with a branch of the Oregon Short Line. When this is completed, remarks the *Call*, the great Union Pacific system, which terminates at Ogden, will branch out in three distinct arteries—one to the north, ending at Portland, the second straightforward west to the Pacific, with its Golden Gate terminus, and the third southward to the fruitful district of Los Angeles. The three termini on the Pacific Coast are connected by coastwise lines of the Southern Pacific. The new branch contemplated and which undoubtedly will now be built will give a short link to traffic emanating from the Los Angeles district to Ogden and from that point on east to Chicago and New York. It is suggested in some quarters that Senator Clark's new road, the San Pedro, Los Angeles and Salt Lake, may make connections with the projected new road.Referring to the death of Mr. J. Chambers M.I.C.E., of Shanghai, announced in our yesterday's issue, the *N.C. Daily News* says:—Mr. Chambers, who was born in Ireland, began his career as a civil engineer, we believe, in India, and was subsequently in the service of the Japanese Government. He subsequently joined the Lighthouse Department of the Imperial Maritime Customs, his immediate chief being Mr. D. Marr Henderson, and it was a disagreement with that gentleman which led to his resigning the Customs service, and establishing himself in Shanghai as an architect and civil engineer. Sir Robert Hart always retained a very high opinion of Mr. Chambers, whose abilities, strict integrity, and independence were unquestioned, and he will be specially remembered as the architect of the present Custom-house, among several other prominent buildings here. Mr. Chambers had given much anxiety to his many friends for some time, but the end was unexpected when it came at 6 a.m. on the 20th inst. He was married to a Japanese lady who survives him, and much sympathy is felt with her and her young children in their loss.An excellent game between these two teams was witnessed yesterday afternoon on the Club ground. The *Tatbot*, mainly by some good play on the part of Pringle, scored two goals in the first half, and at half-time it appeared that they would win easily. The Club, however, rallied wonderfully, and, keeping Pringle well marked, scored 3 goals, thus winning by one goal. Wodehouse, the Club centre-forward, played a grand game and scored all the 3 goals himself. Sollee played a particularly useful half-back game, while Murphy at back and Parker in goal both showed up well, the latter saving some very hard shots. All the forwards played well. For the *Tatbot*, besides Pringle, who was in fact the best man on the field, Scott and Bigg tried hard to avert defeat.

HOCKEY.

The *Wai Wu Fu* recently addressed a memorial to the Throne concerning the contraction of evil habits by Chinese students who had been sent abroad to be educated on foreign lines. By Imperial command copies of the memorial were sent to the ministers at the court of foreign countries with instructions to them to give their views on the subject. A conjoint report has now been received bearing the signatures of Lu Feng-lah, ex-Minister to Great Britain; Yin Chang, Minister to Germany; Yu Kang, Minister to France; Wu Ting-fang, Minister to America; Wu Wei-chen, Minister to Russia, and Chang Teh-yi, Minister to Great Britain. The *Shanghai Mercury* translates the document as follows:—Those students who have been sent abroad for a foreign education within recent years were sent by various provinces and under regulations drawn up separately by each province. The authorities who send such students out have seldom ascertained their past careers before doing so; and the majority of those who are appointed as guardians for the students cannot speak foreign languages and have no foreign education. So different views and no uniform methods of management can be maintained, with the deplorable result that very much money and time are wasted. After carefully considering the conditions in China and abroad, we have come to the conclusion that all the students who are to be sent abroad should have first received a thorough education in the Chinese literature and also have acquired a fair general knowledge of foreign studies; so that as soon as they have arrived in foreign countries they may be able to take special studies in the Universities. It is only such students, we are inclined to think, that can be expected to retain their Chinese education and, at the same time, acquire a good foreign education, and to be of great use to the country after their return from abroad. All students sent by our Government to foreign countries should be put under the care and control of our Ministers to the foreign Courts from the time of their arrival abroad to the time of their return to China.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* left Vancouver on the 24th inst., p.m., for this port. The N.Y.K. steamer *Kinshu Maru* (Bombay Line) left Shanghai for this port on the 25th inst., and is expected here on the 1st prox.The N.D.L. steamer *Freiburg*, from Hamburg, left Singapore on the 25th inst., a.m., and may be expected here on the 3rd prox. The Boston Tow Boat Co.'s steamer *Fleidates* left Yokohama for Victoria and Tacoma on the 24th inst.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 25th February, 2.50 p.m.

THE ARMY DEBATE IN  
PARLIAMENT.The *Times* declares that notwithstanding the majority obtained by the Government in the Army debates, has been the largest during the session, the weight of the argument has been distinctly against the Government. Hence Mr. Balfour's allusion to the Government's decisions not being irreversible.The *Standard* gives prominence to a letter charging the *Times* with inconsistency, and comparing the article in its yesterday's issue with one published on the 11th March, 1901.BARON HAYASHI AND FREE-  
MASONRY.

Baron Hayashi, the Japanese Minister in London, has been initiated into the Empire Lodge of Freemasons. His Excellency is the first Japanese initiated into the Lodge.

## UNITED STATES AND TRUSTS.

An important decision of the Supreme Court of the United States indicates that Congress already has the power to curb the Trusts.

## REUTER'S SERVICE.

LONDON, 24th February.

MR. CHAMBERLAIN IN CAPE  
TOWN.

At a luncheon at the Chamber of Commerce Mr. Chamberlain in the course of a speech said that with the expansion of the Colonies the burden on the mother-country was more than she could bear alone. The Colonies had not borne their fair share; some of them, India included, had, but generally they must rise to a fuller appreciation of their duty in this respect. He appealed to the leaders of both sides to consider if Cape Colony was doing enough.

## PARLIAMENT.

Despite of the severity of yesterday evening's attack and the strong support it receives in many quarters, it is believed only about ten Unionists will vote against the Government to-night.

## RUSSIA.

The *Times* Moscow correspondent says that arrangements have been completed for 220,000 men to join the colours the moment they are called upon. Exceptional activity is manifest on the Russian head-quarter staff.

## POST OFFICE CHANGES.

Mr. L. A. M. Johnston, the new Postmaster of Hongkong, is expected to arrive here this evening by the P. & O. as *Valletta*. Mr. E. Cornwall, who has filled the post of Acting Postmaster with much acceptance during his tenure of that office and his earned universal respect for his faithfulness to duty and general courtesy to the public, will sail by the next German mail for England on leave.

## HOCKEY.

An excellent game between these two teams was witnessed yesterday afternoon on the Club ground. The *Tatbot*, mainly by some good play on the part of Pringle, scored two goals in the first half, and at half-time it appeared that they would win easily. The Club, however, rallied wonderfully, and, keeping Pringle well marked, scored 3 goals, thus winning by one goal. Wodehouse, the Club centre-forward, played a grand game and scored all the 3 goals himself. Sollee played a particularly useful half-back game, while Murphy at back and Parker in goal both showed up well, the latter saving some very hard shots. All the forwards played well. For the *Tatbot*, besides Pringle, who was in fact the best man on the field, Scott and Bigg tried hard to avert defeat.

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## THE BROUH COMPANY.

Last night the City Hall was crowded to its utmost capacity to witness the second performance of *Lady Huntworth's Experiment*. The amusing comedy went with a "go" from the rise to the fall of the curtain, and it is safe to predict that the last production of Carton's play will this evening be largely attended. Tomorrow will be staged

## "MRS. DANE'S DEFENCE."

"The play of the century" is how one London critic described *Mrs. Dane's Defence* when the work was originally done at Wyndham's Theatre, London

## BANQUET TO THE CHINESE MINISTER TO WASHINGTON.

At the banquet given on Wednesday evening at the Connaught House Hotel in honour of His Excellency the Chinese Minister to Washington, briefly mentioned in our yesterday's issue, the Hon. Dr. HO KAI, C.M.G., who presided, proposed the health of His Majesty the King of England and the Royal Family. "God Save the King" was played.

HON. WAI YUK proposed the health of His Majesty the Emperor of China.

MR. FUN WA CHUN proposed the toast of the guest of the evening. We meet here this evening, he said, to bid farewell to His Excellency Sir Chen Tung Liang-Cheng, our own countrymen. I ask you all to join me in heartily drinking his health and wishing him *bon-voyage*. (Applause.) As you are aware, His Excellency is possessed of eminent abilities and wide experience, and you may rest assured that on his mission to America, Spain, and Peru he will be able to prove not only worthy of the high esteem in which he is held, but also to the outside world that in him China has appointed the right man in the right place, as regards international dealings. (Loud applause.) In his present appointment, His Excellency has a good opportunity of utilising to the best advantage his enlightened education and of rendering valuable services both to his country and his countrymen trading in the States. (Applause.) I am sure, when I say may be, in his return, be promoted to the highest position in China, I simply echo the feelings of all present. Let us give three hearty cheers for His Excellency. (Loud cheers.)

His Excellency SIE LIANG CHENG in responding said—Mr. Chairman, Mr. Fung Wa Chun and gentlemen, I pass by Hongkong en route to America, to which I am being sent by my Imperial master. Not regarding me as herb and grass, but with genuine feelings as a fellow-countryman, you have so kindly invited me to this grand banquet, for which I am extremely grateful. As I have been appointed Minister to three countries, I am afraid that with such poor abilities as I possess (No! no!) I shall not be competent to discharge my responsible duties to the satisfaction of my countrymen, but any opportunity by which the commercial interest of China can be benefited I will take full advantage of in the hope of repaying to a small extent the kindness of my Imperial master and also meeting the wishes of my countrymen trading abroad. (Loud applause.) You are well aware there is at present a hot race for ascendency between the different commercial countries, and the commerce of our country, still in its infancy, requires close attention and constant nourishment. It is therefore my earnest wish that you gentlemen will always bear in mind the duties to each other as fellow countrymen, and work unitedly to improve the condition of our commerce so as to be able to enjoy the boundless benefits which commerce brings in its train. Gentlemen, I again thank you for your kindness. (Loud applause.)

MR. TAI TSI KONG proposed the toast of the Attaché and Mr. CHEUNG KIN HON responded with thanks.

## PROPOSED LEPER COLONY AT HAWAII.

Mr. William O. Smith, formerly Attorney-General of Hawaii, left Honolulu last month to spend a few weeks at Washington enlightening Congress on two matters of importance that are expected to become the subject of Congressional legislation. One of the matters is the recommendation of the Senate sub-committee on Pacific Islands that a national leper colony be established on the island of Molokai, and the other is the recommendation of the same committee that the land laws of the United States be extended to the Territory of Hawaii.

"The proposition to make Molokai a national leper colony has aroused a vast deal of bitter feeling and indignation among the people of Hawaii," said Mr. Smith, when subjected to the inevitable interview at San Francisco. "There is more to their objections than the mere sentiment of the thing. While Molokai might be an ideal place for a leper colony, it must be remembered that of the 900 lepers now on the island all but about thirty are native Hawaiians, and their misfortunes would be greatly aggravated if they were to be mixed up with a lot of strange people of other races who know nothing of their habits and customs. From several years of service on the Board of Health I know a great deal about the affairs of the leper colony, and I know it would be a great wrong to put into execution the recommendations of the Senate committee. It has taken forty years to bring our leper colony and our system of curing for our lepers up to its present state of efficiency. During that time 10,000 lepers have been cured at Molokai. The separation and isolation of the leprosy patients has caused more suffering and hardship, both to the lepers and their relatives, than the rest of the world can possibly imagine, and to add to the distress of these people by making Molokai the dumping ground for all the lepers of the nation would be a grave crime."

In regard to the proposition to extend the United States land laws to Hawaii, Mr. Smith said he hoped to show the authorities in Washington that the scheme would prove seriously detrimental to the interests of the islands. He hoped to see experts from the General Land Office make a thorough investigation of conditions in the islands before any legislation to that end is carried out by Congress.

## FOOTBALL.

SHIELD TIE—H.M.S. "GLORY" v. 80TH CO. R.G.A.

There was a good attendance to witness this match, which was played at Happy Valley yesterday afternoon. Teams—

Glory—Goal, Morgan; backs, Urquhart and Sherbrooke; halves, Booth, Crossman, and Watson; forwards, Lane, Bensford, Milford, Moore, and Cottell.

R.A.—Goal, Toon; backs, Bottomley and Cassidy; halves, Spence, Cooper, and Dooley; forwards, Stone, Sewell, Yule, Robertson, and Browning.

Referee—Mr. F. Browne.

The Artillery kicked off, and almost coincidentally gave away a free kick. The Glory made nothing by it, however, and were called upon to defend their territory, but a corner which fell to the R.A. remained unconverted. The Glory began to press, and thrice tried to open the scoring. Toon having to handle once. The soldiers made a break-away, but the forwards were slow and lost the ball. Their custodians was playing a sterling game and accounting splendidly for the dangerous shots that repeatedly came in. Thus early, the Navy lot were manifesting their superiority in the open, and kept their opponents tied down to defence work. Now and then the Artillery cleared their ground, but their attacks were never pressed far enough and caused no real uneasiness to the Glory goalkeeper. Once, however, he had to run out to stop a dangerous rush by Stone and Sewell, and might have fired worse a little later had not the former thrown away a beautiful chance at an open goal. The gunners were now showing up to decidedly better advantage, and towards the interval the bluejackets did not have much to boast of. The combination work of their forwards was a treat, but with it all they were unable to score, and half-time found the game standing—

Glory, 0; Artillery, 0.

Milford touched the ball twice when he kicked off on the resumption, and gave the soldiers a free kick, which, however, was located too far out to be of any material use to them. The Glory got a corner on their left, and taking up the pass, Crossman did his best to net the ball, but sent to the outside. Milford, "Sinbad," they called him, took a free kick close in for the Glory and found the net, but as no one touched the ball in its flight the effort was abortive. The sailors lost a good many points by their unnecessarily hard shooting at goal, and the gunners set about showing them how to do it. They pressed, and kept it up too, but eventually had to retreat their steps without reward. Toon caught a dropping shot in his hands and threw it over Milford's head as the latter charged full speed at him; then, stepping back quickly, he allowed "Sinbad" to find a resting-place in the corner of the net whilst he himself recaptured the ball and sent it well out. Morgan's charge was then assailed, but the situation was relieved by the leather tapping the bar. The Glory's goal came unexpectedly; Milford took up a pass into centre and consigned the ball to Hensford, who shot close in at goal. Toon darted at the ball, but slipped, and into the net the leather rolled. The soldiers went to pieces after this, and Milford, after failing to profit by an absolutely open goal when only three yards away from it, outwitted the R.A. defences and scored the second point of the match. The Artillery made a good fight of it, but they were hardly fit enough to put a different interpretation on the game, which ended—Glory, 2; Artillery, 0.

## SUPREME COURT.

Thursday, 26th February.

## IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIE WILLIAM M. GOODMAN (CHIEF JUSTICE) AND COMMANDER BASIL H. H. TAYLOR (Assessor)

## STEAMER v. JUNK.

The steamer *Eclair* sued licensed cargo-junk No. 711 for damages arising out of a collision which occurred on 5th November in the Capricornus Pass.

MR. E. H. SHARP, K.C. (instructed by Mr. Page Hett of Messrs. Monnsey & Brutton, solicitors), appeared for the plaintiff, and Mr. E. Pollock, K.C. (instructed by Mr. F. X. d'Almada e Castro, solicitor), appeared for the defendant.

Mr. Sharp read the preliminary acts. Plaintiff stated that the collision happened about half-past seven o'clock p.m. on the day in question; defendant said about seven o'clock. Plaintiff stated that the place of the collision was near the south end of the Capricornus Straits on that side of the channel which lay to the *Eclair's* starboard side. As to the direction and force of the wind, plaintiff said, "About north; moderate force." Defendant stated, "Light northerly wind." The state of the weather was said by the plaintiff to be dark and fine; defendant stated that it was a clear, starry night, with the moon, a very small one, about to disappear behind the hills. Plaintiff described the tide as a flood tide, from two to three miles an hour; defendant said the tide was about slack. As regards the course and speed of the ship when the other was first seen, plaintiff stated that the *Eclair* was heading about N.W. and going about nine miles an hour over the ground; defendant stated that the junk was travelling in a S.E. direction at a speed of about two miles an hour. Plaintiff said, also, that the steamer was carrying the regulation lights; that was to say, a white light on the flagstaff forward (the *Eclair* had no mast); a green light on the starboard side and a red light on the port side. The defendant stated that the junk was exhibiting one white masthead light. Plaintiff said that the junk when first seen was about 100 or 150 yards away on the port bow of the *Eclair*; defendant said that the *Eclair* when first sighted was from 300 to 400 cheongs distant, say, 1,200 to 1,600 yards. In answer to the question "Lights if any, of the other ship which were first seen?" the steamer said "None." Defendant said that the white and red lights of the steamer were first observed well-studied types, forcefully drawn. *Poor Fellow* is a production which appeals to the head rather than to the heart. The avaricious devourer of provincial fiction may not find in it much to entertain; the reader of discernment will.

His Lordship—You put it that they had not got a light?

Mr. Sharp answered in the affirmative. Defendant, he continued, said that the steamer's lights, which were first sighted were the only lights seen from the junk up till the time of the collision. Regarding the measures taken to avoid a collision, the plaintiff stated that as soon as these on board the *Eclair* saw the junk the steamer's helm was ported, her engines were reversed, one short blast was blown on the whistle and those on board the steamer shouted to the junk to keep out of the way. The junk people said that the junk was kept on her course until it was seen that the only way to avoid a collision with the steamer was to put the helm hard aport, which was done accordingly. Immediately before that those on board the junk shouted out to those on board the steamer to avoid the junk. The plaintiff stated, further, with regard to the parts of the ships that came into contact, that the bow of the junk struck the port bow of the *Eclair* about three feet from the stem; the junk said that the bow of the junk struck the port bow of the steamer. Plaintiff alleged that the junk carried no light, that she improperly starboarded her helm, that no proper look-out was kept on board, and that the junk was navigated in a reckless and unseamanlike manner. On the other hand, the junk stated that those on board the *Eclair* did not keep a proper look-out that the *Eclair* did not keep out of the way of the junk she ought to have done, and that her engines were not slackened and reversed in sufficient time to avoid a collision. The case of the plaintiff, said Mr. Sharp in conclusion, was substantially that the junk carried no lights, which unfortunately was an extremely common case against junks in local waters.

Evidence was afterwards given for the plaintiff.

## REVIEWS.

Anglo-Chinese Sketches. By WILLIAM A. RIVERS. London, S. E. Methuen.

We were perhaps unfortunate in opening this little book of sketches near the beginning of one entitled "Neatly Laid Out," which the author describes as a "by-product of the Japanese War." We certainly thereby discovered the worst of Mr. Rivers. We found him writing of the Japanese as follows:—

"There is something of the mask about their new face as a modern civilised Empire; and it is an everlasting truth that a mask galls sooner or later, and is apt to be thrown off. Its fastenings certainly appeared to loosen during the attack upon China. Witness the awful sinking of the *Kowshing* and the atrocities at Port Arthur. It did not wait Europe to take any notice of these happenings," etc., etc. This with all deference to Mr. Rivers is nonsense of a particularly off-avive kind. The "awful sinking of the *Kowshing*" was a legitimate act of war, not to be classed with certain incidents which happened during the allied operations up north in 1900 of which Mr. Rivers is doubtless aware. The atrocities at Port Arthur were, unlike some of the atrocities in Chihli in 1900, inspired by the sight of terrible mutilations of the avengers' compatriots. And it is perfectly untrue to say that Europe took no notice of these happenings, for Europe and America did their best to exaggerate the story out of all resemblance to the facts. Mr. Rivers concludes the sketch with the remark, "It seems a pity that civilised powers concur in this sort of thing!" The phrase about "civilised powers" is merely the cant of the cocksure Westerner. Having said so much by way of preface, we must admit that the *Anglo-Chinese Sketches* as a whole are amusing enough reading and bear witness to some observation of life, if not of a profound order. "The Human Form Divine" is an entertaining account of how a British Consul refused to protest against nude coolies at a northern treaty port. A couple of the other tales are rather unpleasant, but not devoid of merit. The book may serve to while away a spare hour, and its cost is only one shilling.

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"The proposition to make Molokai a national leper colony has aroused a vast deal of bitter feeling and indignation among the people of Hawaii," said Mr. Smith, when subjected to the inevitable interview at San Francisco. "There is more to their objections than the mere sentiment of the thing. While Molokai might be an ideal place for a leper colony, it must be remembered that of the 900 lepers now on the island all but about thirty are native Hawaiians, and their misfortunes would be greatly aggravated if they were to be mixed up with a lot of strange people of other races who know nothing of their habits and customs. From several years of service on the Board of Health I know a great deal about the affairs of the leper colony, and I know it would be a great wrong to put into execution the recommendations of the Senate committee. It has taken forty years to bring our leper colony and our system of curing for our lepers up to its present state of efficiency. During that time 10,000 lepers have been cured at Molokai. The separation and isolation of the leprosy patients has caused more suffering and hardship, both to the lepers and their relatives, than the rest of the world can possibly imagine, and to add to the distress of these people by making Molokai the dumping ground for all the lepers of the nation would be a grave crime."

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## THE "TIMES" AND THE ARMY PROBLEM.

The series of remarkable articles published in the *Times* last month, on the military position of the British Empire, briefly summarised in telegrams from Reuter at the time, are to be found in the copies of the London journal which arrived by the last mail.

The writer, in his first article, points out that our Empire is an oceanic Empire, and that our naval supremacy is the keystone of our whole defensive position. Consequently the writer lays it down that our military expenditure must always be the balance of what we can afford to spend after we have satisfied our naval needs. Given, then, (he says) the complete subordination of our military policy to our general policy of oceanic defence, the question that next arises is

Where, if we do fight on land at all, are we likely to fight? The answer to that question is, perhaps, best given by the method of exclusion. In the first place, it is not on the mainland of Europe. We have no aggressive designs against the territory of any of the Continental Powers, and we cannot afford to keep up armies large enough to cope with theirs on ground of their own choosing. If, through any circumstances, we should come into conflict with any of these Powers or any combination of them, the struggle will be decided at sea, and in those outlying parts of their possessions where, owing to our command of the sea and to their distance from their bases, we can hope to fight them on land with success. On the continent of America we have a long frontier of some 3,000 miles, along one of the greatest Powers in the world. But there again we have no political ambitions that will be likely to bring us into conflict with the United States, no cause of friction, no diplomacy and national good feeling could not dispose of. Nor is there any indication that the United States cherish aggressive designs against Canada. There remain the two continents of Africa and Asia. There we hold enormous territories on the mainland, inhabited by races whose obedience to our rule is in the last resort only determined by our military superiority, extended frontiers exposed to the attacks of hardy savage tribes, and, in the case of India, to the advance of one of the greatest military empires in the world. Outside of our actual possessions we have in those regions a vast complex of political and commercial interest, which may at any moment bring us into conflict with one or more of the great European Powers. South Africa, Eastern and North-Eastern Africa—including Egypt and Abyssinia—Arabia, Mesopotamia, Persia, Afghanistan, India, Indo-China, China, Siberia—that list covers almost the whole of the countries in which, in any conceivable circumstances we may be called upon to conduct large operations on land. They form the eastern or south-eastern face of the Old World. Elsewhere we only have coaling stations which it is necessary to garrison with small force, and Central and West African possessions kept in order by troops locally raised. The logical corollary from this definition of our military position is that our striking arm, the Imperial Regular Army, should move towards that military front and be concentrated at points as near as possible to it, and not kept in these parts of the Empire whose defence is already sufficiently provided by the Navy, or whence the striking arm cannot be quickly brought into service for offensive purposes. A considerable portion of our Army and a still larger native force are already permanently stationed in India, the central point and keystone of our military position. But the climatic conditions of India, and of some of the other regions where we may be called upon to carry on war, make it undesirable to keep more white troops actually stationed there than is absolutely necessary for safety. What remains then is to have our Army, as much of it as can be spared from India, at points within a reasonably close distance of our strategic front, and at the same time enjoying a healthy climate and affording ample opportunities for training. England, though healthy enough and in many other ways very convenient, ought, strategically, to be put out of court at once. It is separated from our military front by the whole bulk of Europe, Africa, and Asia, and the only short cut available—the Suez Canal—is one on whose security in time of war we cannot absolutely reckon. Fortunately the geographical distribution of our Empire provides us with a chain of positions which meets with almost every military requirement. South Africa, Australia, and Canada form a line every point of which is within a fortnight's steaming of the nearest part of our military front. No distribution of our military forces can be strategically justified that does not look first and foremost to South Africa, and then to Australia and Canada, as the main bases of our regular army. Great Britain may, no doubt, for many years to come be by far the best recruiting ground, but as a base it has no business to occupy more than a secondary position.

The army that we can afford to keep in these regions must necessarily be small—small, that is, compared with the armies kept up by the great European Powers, but by no means follows that it need therefore be too small for its purpose. The great European armies of the present day are institutions whose origin and organisation are intimately connected with the peculiar conditions under which they are called to operate. It is only in countries with a dense population, with enormous stores of supplies in every town and village, with abundant water, with an intricate network of roads and railways, that armies of the magnitude of modern European armies are at all manageable. And even then the management of them presents difficulties that, as many of the ablest Continental strategists recognise, will steadily tend to make all the simplest and most elementary strategical movements impossible. The deadlock which the late M. de Bock conceived would be the result of any future European war in so far as it is concerned with the size of serviceable troops. The force actually available at short notice was less than two-thirds of the figure given. In the late war it took over eighteen months before 180,000 regular troops had been sent out to South Africa. The reason for this was that the recruiting requirements for so large a force of regular troops had far outstripped the number of serviceable recruits who could be attracted by a service whose pay was inadequate, and which insisted on a period with the colours too short for a career and too long to give the soldier any chance in the race of life afterwards. The consequence of this was that fully half of the 105,000 men at home with the colours were untrained, undeveloped striplings whom it would have been sheer murder to send to the front. Even as it was, in any other country, but South Africa the greater part of the soldiers sent out as reinforcements after the end of 1899 would have died off like flies. Hence the reserve, instead of being used as a reserve, was required to complete the fighting line before a single battalion could leave England. The battalions which were sent out were not the battalions that their officers had been training at home; they were composite battalions made up in almost equal proportions of reservists and men with the colours, and at the very moment when many officers most wanted to see the effect of their past training they found their companies filled up with men whom they did not know, many of whom had never even seen or handled a Lee-Metford rifle. Even apart from a war of such magnitude as the war in South Africa, we could not in 1899, and we cannot to-day, send a force of even 20,000 men abroad at short notice without calling upon the reserve or else mixing up battalions.

Since the war the situation has grown infinitely worse. We have to find a large force, at present 50,000, and not likely for many years to be less than 25,000, for South Africa. The political problems along what we have called our military front threaten to become acute than ever; any moment may see us engaged in a struggle of the very first magnitude in the Middle or Far East. Our reserve, even before the war, was only about two-thirds of what it

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[39]

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## NEW ADVERTISEMENTS

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Hongkong, 26th February, 1903. [663]

THE HONGKONG WEEKLY PRESS will be ready to-morrow, and will contain:

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## The Medical Report for 1902.

## Weihaiwei.

## Chinese Labour for South Africa.

## Port Hamilton.

## Theatre Royal.

## A New Masonic Building.

## Death of Prince Komatsu.

## Dr. Pentecost in the City Hall.

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## Hongkong, 27th February, 1903.

TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,

## BY

## ARTHUR CHAPMAN,

## Government Assessor.

Intending Subscribers are requested to send, as early as possible, Orders for as many copies as they may require.

THE GOVERNMENT ASSESSOR,

## The Treasury.

Hongkong, 19th February, 1903. [675]

## EXCURSION.

THE Twin Screw Steamer

## "CHI KONG" (late "Bakan Maru"),

will leave her usual Wharf TO-MORROW (SATURDAY), the 28th inst., at 6 P.M. for Macao, and will return on SUNDAY, the 1st prox., at 10.30 P.M. sharp. Return Tickets \$2 each.

Passengers desiring to obtain sleeping accommodation should apply as early as possible to—

## RITCHIE &amp; CO.,

## 39, Des Voeux Road.

Hongkong, 26th February, 1903. [652]

## EXCURSION TO MACAO.

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## Hongkong, 26th February, 1903. [655]

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IN  
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EXPERIMENT."

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OF  
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Hongkong, 25th February, 1903. [612]

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LODGE will be held at the FREE-  
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9 P.M. precisely. Visiting Brethren are

cordially invited to attend.

Hongkong, 25th February, 1903. [635]

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Hongkong, 26th February, 1903. [653]

WANTED.

A N ASSISTANT for BOOKKEEPING  
and General Office Work. Knowledge of  
German language required.

Apply under—

A. B.,

Care of Daily Press Office.

Hongkong, 26th February, 1903. [656]

WANTED.

A HOUSE in the Central part of the Town  
suitable for a Studio.

Apply to—

C. W. CLARK,

Post Office Box No. 142.

Hongkong, 25th February, 1903. [643]

WANTED.

For 1st April.

APPLY,

DE. MULLER,

16, Queen's Road.

Hongkong, 23rd February, 1903. [614]

WANTED.

A FOUR- or FIVE-ROOMED HOUSE

Level of Caine or Robinson Road

preferable.

APPLY, stating Terms, to—

TURNER & CO.

Hongkong, 26th February, 1903. [659]

WANTED.

A MALE TEACHER.

APPLY by Letter, to—

M. M. B.,

Care of Daily Press Office.

Hongkong, 16th February, 1903. [540]

BROWN, JONES & CO.,

MONUMENTAL AND ORNAMENTAL

MASON'S,

Have on View and for Sale at their

Marble Yard.

ITALIAN MARBLE

Crosses, Columns and Headstones; and

ABERDEEN GRANITE

Crosses and Headstones

For adults and children's graves.

CEMETERY MEMORIALS

made to any design in Italian and American

Marble and Hongkong Gray and Blue Granite.

Special attention paid to

HONGKONG  
BUSINESS DIRECTORY.  
BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE &amp; CO., Established 1859.

Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
12a, Queen's Road Central.CHEONG LEE & CO., Furniture Store.  
Established over 20 years. Importers and  
Exporters. Teakwood Furniture, Black-  
wood, Jewellery, &c., highest grade,  
best and cheapest. 8, Queen's Road  
Central.

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MAISON LEVY HERMANOS:

Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
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M. MUMEYA, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8a, Queen's  
Road Central.

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F. BLACKHEAD & CO.  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Sole Agents for  
Hartmann Rallison's Genuine Com-  
position Red Hand Brand.BISMARCK & CO.  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the HarbourKWONG SANG & CO.  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineer  
Tools, Brass and Iron Merchants,  
144, Des Voeux Road.MORE & SEIMUND,  
43 and 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Composition ("Grey-  
bound Brand") and Blundells  
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.  
14, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate ratesMITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.CODE WORD: "DOCK" NAGASAKI.  
A. L. A. C. Scotts and Engineering Code  
Used.DOCK No. 1 (at TATEGAMI).  
Extreme Length. . . . . 523 feet.  
Length on Blocks . . . . . 513 "  
Width of Entrance on Top . . . . . 89 "  
Width of Entrances on Bottom . . . . . 77 "  
Water on Blocks at Spring Tide . . . . . 26 "DOCK No. 2 (at MUKALJIMA).  
Extreme Length. . . . . 371 feet.  
Length on Blocks . . . . . 350 "  
Width of Entrance on Top . . . . . 66 "  
Width of Entrance on Bottom . . . . . 53 "  
Water on Blocks at Spring Tide . . . . . 22 "PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILDING  
AND MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
The COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
with POWERFUL SALVAGE PLANT,  
READY at SHORT NOTICE. 1534ASK FOR  
CORONATION CUP.  
A most delightful beverage just produced by a  
well-known firm in Manchester.

VI-KOLA.

A draught of this stimulating refresher brings  
on quickly a sense of vitality and buoyancy  
that makes life worth living.

STONE GINGER BEER.

A celebrated beverage filled in Patent Codd  
bottles as to avoid structural contamination  
of any kind, which the eastern bottles  
could not prevent, being decorated in their  
interior surface with a net-work of dirt,  
&c., through "scampering" of common  
workmen, especially Chinese.  
Apply to—THE ROYAL AERATED WATER  
MANUFACTORY OFFICE,  
Telephone 387.

Depot—Ice House Street; Telephone 374.

117-21 F. P. DANENBERG, Manager.

HOUNG CHEONG &amp; CO.,

TAILORS, DRAPEERS AND  
OUTFITTERS.ESTABLISHED IN HONGKONG FOR OVER  
30 YEARS.Clothing made to fit to perfection. Silk  
Goods of all kinds. Chinese Grass Cloth and  
Embroidery.Address—Nos. 60 and 62, QUEEN'S ROAD  
CENTRAL (South side)

Hongkong, 6th September, 1902. 12339

THE AMERICAN SYSTEM  
OF  
DENTISTRYDr. M. H. CHAUN,  
33, Des Voeux Road Central, Hongkong.  
From the University of Pennsylvania, U.S.A.

Hongkong, 4th March, 1902. 12338

## SCIENTIFIC MISCELLANY.

SILVER FOR AUTOMOBILE BATTERIES—AN  
UNWORKED SCIENTIFIC FIELD—FIRESTICKS  
FROM VOLCANOES—THE ELECTRICITY OF  
TO-AY—PROGRESS IN SEEING MARS—  
SUSPENDED LIFE—CO-OPERATION IN  
EVOLUTION—THE EARTH FROM BALLOONS.Increased attention is being given to the  
chemistry of storage batteries, and Mr. A. S.  
March foresees that lead cells will be given  
considerably longer life and greater reliability.  
He thinks that such cells will retain their place  
as an auxiliary for electric light and power  
stations, although other metals may supplant  
the lead for automobiles. Edison's nickel  
cell should do what is claimed for it, and  
silver would have great advantages for  
traction batteries if its cost should be  
sufficiently reduced. The power of a lead  
automobile battery weighing about 550 pounds  
can be had from a silver battery requiring  
about 70 pounds or less of silver oxide. No  
extraordinary cheapening of silver nitrate is  
necessary to make such a battery economical,  
and it would offer long life, high efficiency,  
and easy keeping in order.Screw propellers, it is pointed out, have not  
followed the usual course of improvement from  
accumulated experience, and, while great  
numbers of new blades have been brought  
out, there has been no tendency to evolve  
an accurate theory or scientific design.  
Such anomalies as the variable running  
of duplicate propellers are still unexplained.  
The lack of progress is attributed to the  
reticence of sea-going engineers, whose practical  
observations seldom reach constructors.The vomiting of fishes from volcanoes is no  
new experience, and it seems more startling  
than mysterious. M. J. Girardin explains that  
in the interval between two eruptions—often a  
century or more—the crater become filled with  
fish-stocked lakes, and the next eruption blows  
out the water and its contents.A French industry is the conversion of old  
shoes into a paste which is transformed into  
marocco-like imitation leather. This is used  
for wall-papers, trunk-coverings, etc.Recently addressing British engineers on  
"Electrons," Sir Oliver Lodge traced the  
modern theory to Clerk-Maxwell's prediction  
in 1873 that a better acquaintance with electric  
discharges in rarefied gases would throw light  
on the nature of electricity as well as on that of  
gas and the medium filling space. Since then  
the study of such discharges by Sir Wm. Crookes,  
Prof. J. J. Thomson and others has gradually  
developed the idea of the electric atom, or  
electron. The electric atoms are solid particles  
much smaller than atoms of matter, and they  
are supposed to give electric currents by rapid  
motion, magnetic fields by rotary motion, and  
the phenomena called radiation by the waves they  
emit when in vibration. There is reason to be-  
lieve that even matter itself may prove to be  
an electrical phenomenon, with atoms made up  
of aggregations of electrons. These electric  
atoms exist in space, they produce the aurora  
borealis and magnetic storms, and their rapid  
passage gives incandescence to lamp filaments.Comparing the maps of Mars, from that  
published by Bee and Madler in 1840 to that  
published by himself in 1901, Mr. Percival  
Lowell finds three periods of development in  
what we see on that planet. In 1840 to 1876,  
large dark and light markings were shown; in  
1877 to 1892, "canals" in bright regions were  
seen; and in 1893 to 1902, the "canals" were  
detected also in the dark regions. The maps,  
agreeing fundamentally, show a gradual de-  
velopment of detail in surface markings.Living organisms have resumed their functions  
after enduring the cold of liquid air for  
six months. It is suggested that the remarkable  
experiment should be continued, for years or  
a generation, for our theories would be  
greatly modified by an indefinite retaining of  
vitality, and probability would be given Lord  
Kelin's speculation that life may have reached  
"the earth from space."The red deer of New Zealand are estimated to  
number between 4,000 and 5,000 individuals, the  
offspring of two stags and six hinds that were  
turned out in 1868.Individual struggle for existence is not the  
leading factor of evolution, in Prince Kropot-  
kin's view. His new work seeks to show that  
mutual aid has played a far more important  
part, and points out that most animal species  
live in societies, uniting in defence against all  
unfavourable natural conditions. The most  
numerous, prosperous and progressive animal  
species are found to be those in which individual  
struggle is most reduced, and mutual aid most  
developed. Human progress in arts and intel-  
ligence has depended on mutual aid, and the  
periods when it's influence has been most active  
have been those of advancement in science and  
industry.In his balloon experiments, Mr. J. N. Bacon  
has been able to see the sea-bottom under clear  
water from a height of 500 feet, all waves  
seeming to be blotted out, with no apparent  
scattering of light from the surface. At 1,000  
feet or higher, all water—whether deep or not—  
seemed opaque. Photographs taken during the  
ascent on a clear day became gradually blurred  
until at 4,000 feet good pictures were made  
impossible by the dust particles that reflected  
the sunshine, the definition over water being  
better than over land.Every animal is said to have its own kind of  
feet, sometimes several different kinds. Many  
thousand specimens of these feet have been  
gathered in the unique museum of Charles  
Rothschild, kept by Dr. Jordan at Tring Park,  
the giant of this strange collection being a mole  
feet a fifth of an inch long.

## INDIA, NEW AND OLD.

LIFE'S HAPPIEST PERIOD.

When an ancient Greek philosopher was  
asked which he considered was the happiest time  
in a man's life, he promptly selected the period  
between the ages of forty and forty-five. On  
being pressed for the reason which induced  
him to make this selection, the philosopher  
added: "At forty a man, if he be intelligent,  
has lost his illusions, and looks upon the world  
as it is, not as he would like it to be. He is  
still young enough to partake of the pleasures  
of youth, yet has sufficient experience never to  
permit his heart to rule his head; in moderate  
in all things, and wisely shy of hazardous  
enterprises." On being further asked which he  
considered the happiest time in a woman's life,  
the philosopher paused a long while, and when  
at last he replied he prefaced his answer by  
asserting that this was the more difficult  
question of the two. Finally he said: "When  
she is too old to be called a woman without the word  
'young' prefixed to it. I am unable to be more  
definite, for the differences among women are  
greater than the differences among men. The  
handsome young woman sees only the brightest  
side of life, and to her vision the future is filled  
with golden possibilities of which the mental  
anticipation is delightful."In this pronouncement it will be noted that  
the wise old Greek uses the word "healthy" in  
a qualifying sense. Omit that word and the  
sentence at once loses more than half its truth.  
Here is a case which will prove our statement."From the age of nineteen until I completed  
my twenty-third year, I did not know what it  
was to be well for a single day," writes Mrs. E.  
Hustley, of 65, Ultimo Road, Ultimo, Sydney,  
N.S.W., under date 19th June, 1902. "But  
for Mother Seigol's Curative Syrup it is  
doubtful if Seigol would be here to-day to describe  
my experiences. My ailment was chronic  
hiccups and dyspepsia. Words are inadequate  
to convey a conception of my sufferings during that miserable period. I was  
then a tailor's machinist, employed in that  
capacity by Messrs. Godferson & Smith, of the  
Royal Arcade, Sydney. Ordinary food was  
poison to me, and I was obliged to exist on  
soda-water, milk, plain biscuits, and dry toast.  
Even this fare would sometimes distress me to  
an intolerable degree. My skin turned yellow,  
my eyes sank and were surrounded by dark,  
hollow circles. I slept only fit and starts,  
my shudders being haunted and harassed by  
horrible dreams and nightmares. There was a  
dull continuous pain between my shoulders and  
in my right side. I grew thinner and thinner,  
until I was reduced to mere skin and bone, and  
became so weak that I could hardly walk to my  
place of business. Often the noise of my  
sewing-machine, and the close air of the work-  
room, would bring on a splitting headache that  
maddroved me. Then there were fits of retching  
and vomiting, which troubled me with great  
frequency. When there was nothing in the  
stomach to come up, I would retch and strain  
until I became exhausted and faint, when my  
work-mates would improvise a couch for me with  
their coats and jackets, and I would lie for  
hours unable to move. I was treated by three  
doctors; but I believe the medicines they  
prescribed irritated my stomach and did me  
more harm than good. After four years of  
misery I was promised to try what Mother  
Seigol's Curative Syrup could do for me, and  
within a few days began to mend at such a rate  
that everyone who knew me was amazed—at  
the improvement in my condition. The vomiting  
ceased, the loss of health returned to my cheeks,  
my eyes brightened, and at the end of two  
months I was in every respect thoroughly

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Vinolia Soap acts on the skin  
like a little ray of sunshine,  
while many soaps cause  
blemishes, face-spots, and  
mucous patches.

1347-3

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SHIRTS & COLLARS. ARE PERFECT FITTING, BEING SCIENTI-  
FICALLY CUT.

NECKWEAR. OUR PATTERNS ARE EXCLUSIVE IN THE EAST.

PYJAMAS. SILK AND WOOL PYJAMAS ARE A LUXURY.

BOOTS. ALL BOOTS ARE MADE OF ENGLISH LEATHER ON AMERICAN  
LASTS. A GUARANTEE OF WEAR AND STYLE.HOSIERY & UNDERWEAR. THE BEST MAKES PROCURABLE. A  
RANGE OF SIX DIFFERENT SHADES.OUR SUMMER STOCK WILL BE ABSOLUTELY THE FINEST IN THE  
FAR EAST.

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DETONATORS, SAFETY FUSE,

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commanding from Green Island. Vessels anchoring nearest Kowloon are marked *h*, nearest Hongkong *a*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k.m.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA GENOA	GLENROYLE	Brit. str.	—	T. Darke, E.N.E.	McGREGOR BROS. & GOW	To-morrow.
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	A. L. Valentini	To-morrow, at Noon.	
LONDON & ANTWERP, VIA SINGAPORE, &c.	BANCA	Brit. str.	—	E. P. Martin, E.N.E.	On 4th March, at Noon.	
LONDON VIA GENOA	DIOMEA	Brit. str.	—	P. & O. S. N. Co.	On 7th March.	
LONDON	MACHAON	Brit. str.	—	BUTTERFIELD & SWIRE	On 17th March.	
LONDON	GLAUCUS	Brit. str.	—	BUTTERFIELD & SWIRE	On 31st March.	
LONDON	PINGSBURY	Brit. str.	—	BUTTERFIELD & SWIRE	On 14th April.	
LONDON	JASON	Brit. str.	—	BUTTERFIELD & SWIRE	On 28th April.	
LONDON	KINTUCK	Brit. str.	—	BUTTERFIELD & SWIRE	On 20th March.	
LIVERPOOL VIA GENOA	DEUCALION	Brit. str.	—	BUTTERFIELD & SWIRE	On 23rd April.	
LIVERPOOL VIA GENOA	PERSEUS	Brit. str.	—	BUTTERFIELD & SWIRE	To-morrow.	
MARSEILLES & ANTWERP	HAKATA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 7th March, at Daylight.	
MARSEILLES, LONDON & ANTWERP V. SPORE, &c.	ANNAM	Fren. str.	—	MESSAGERIES MARITIMES	On 10th March, at 11 A.M.	
MARSEILLES &c., VIA PORTS OF CALL	AWA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 21st March, at Daylight.	
BREMEN, VIA PORTS OF CALL	PREUZEN	Ger. str.	—	MELCHERS & CO.	On 4th March, at Noon.	
HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	—	HAMBURG-AMERIKA LINIE	On 3rd March.	
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	HAMBURG-AMERIKA LINIE	On 17th March.	
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	HAMBURG-AMERIKA LINIE	On 28th March.	
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	HAMBURG-AMERIKA LINIE	On 7th April.	
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	HAMBURG-AMERIKA LINIE	On 21st April.	
HAVRE & HAMBURG	SERBIA	Ger. str.	—	HAMBURG-AMERIKA LINIE	On 5th May.	
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	HAMBURG-AMERIKA LINIE	On 19th May.	
HAVRE, COPENHAGEN & BALTIK PORTS	KOMEA	Ros. str.	—	MELCHERS & CO.	On or about 2nd March.	
TRISTE, &c., VIA SINGAPORE, &c.	NIPPON	Ans. str.	—	SANDER, WIELER & CO.	On 21st March.	
NEW YORK, VIA IOWA & SUZI CANAL	SHIMOSA	Brit. str.	—	DODWELL & CO., LTD.	About 5th March.	
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 11th March, at Noon.	
ATHENIAN	LYRA	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 18th March.	
VICTORIA (B.C.) & TACOMA VIA JAPAN	AKI MARU	Jap. str.	—	DODWELL & CO., LIMITED	On 10th March.	
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	ONATA	Brit. str.	—	NIPPON YUSEN KAISHA	On 10th March, at 4 P.M.	
VICTORIA (B.C.) & SEATTLE VIA KOBE & YAHAMA	INDRAPURA	Brit. str.	—	BUTTERFIELD & SWIRE	On 23rd March.	
PORTLAND, OREGON	KASUGA MARU	Jap. str.	—	PORTLAND & ASIATIC S.S. CO.	To-morrow.	
AUSTRALIAN PORTS	CHIANGSHA	Brit. str.	—	NIPPON YUSEN KAISHA	To-day, at 4 P.M.	
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—	BUTTERFIELD & SWIRE	On 11th March.	
YOKOHAMA, VIA SHANGHAI, NAGASAKI, &c.	CANDIA	Brit. str.	—	GIBB, LIVINGSTON & CO.	On 18th March, at Noon.	
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HIROSHIMA MARU	Jap. str.	—	P. & O. S. N. CO.	About 26th inst.	
KOBE, NAGASAKI & VLADIVOSTOCK	SAVOIA	Ger. str.	—	NIPPON YUSEN KAISHA	On 29th March.	
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	HAMBURG-AMERIKA LINIE	On 29th March, at Noon.	
KOBE	CHINGTU	Brit. str.	—	REBELMUND, J. Campbell	On 5th March, at Daylight.	
NAGASAKI, KOBE & YOKOHAMA	IZUUMI MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 13th March, at Daylight.	
SHANGHAI & KOBE	KUMANO MARU	Brit. str.	—	BUTTERFIELD & SWIRE	On 16th March.	
SHANGHAI	SZECHUAN	Brit. str.	—	NIPPON YUSEN KAISHA	On 17th March, at Noon.	
SHANGHAI	MAZAGON	Brit. str.	—	BUTTERFIELD & SWIRE	To-day, at Noon.	
VALETTA	VALETTA	Brit. str.	—	G. Phillips, E.N.E.	On 3rd March.	
KWEILIN	KWEILIN	Brit. str.	—	W. B. Palmer	On or about 28th inst.	
SULBERG	SULBERG	Ger. str.	—	Moyer	About 29th inst.	
DAIJIN MARU	DAIJIN MARU	Jap. str.	—	HAMBURG-AMERIKA LINIE	On 3rd March.	
MAIDZUBU MARU	MAIDZUBU MARU	Jap. str.	—	T. Ogata	On 15th March, at Daylight.	
SHANTUNG	SHANTUNG	Brit. str.	—	T. Saito	On 1st March.	
MAITAN	MAITAN	Brit. str.	—	Roach	On 1st March, at Daylight.	
KAI FONG	KAI FONG	Brit. str.	—	R. W. Almond	On 7th March.	
RUBI	RUBI	Brit. str.	—	R. W. Fraser	To-day, at Noon.	
MANILA	KASUGA MARU	Jap. str.	—	WEIGALL	To-day, at 4 P.M.	
MANILA	LOONGSANG	Brit. str.	—	N. Tate	To-morrow, at 2 P.M.	
MANILA	ROSETTA MARU	Jap. str.	—	R. Rodger	On 3rd March, at Noon.	
MANILA	SUNGKANG	Brit. str.	—	S. H. Sonnur	On 11th March.	
MANILA	CHANGSHA	Brit. str.	—	W. W. Cooke, E.N.E.	On 6th March, at Noon.	
MANILA DIRECT	ZACIRO	Brit. str.	—	F. L. Pyne	Quick despatch.	
MANILA	SANDAKAN	Brit. str.	—	NIPPON YUSEN KAISHA	On or about 6th March.	
KUDAT & SANDAKAN	TIENTSIN	Brit. str.	—		On 4th March, at 4 P.M.	
SINGAPORE, COLOMBO & BOMBAY	KINSHU MARU	Jap. str.	—			
BOMBAY, VIA SINGAPORE & COLOMBO			2 m.			

## SHIPPING.

## VESSELS ON THE BEERTH

## ARRIVALS.

Feb. 26. ARGO, Norwegian str., 373, W. Holberg, Chinkiang 21st Feb., General.—ORDER.

Feb. 26. HANSCANG, British str., from Canton.

Feb. 26. JETIS, German gunboat, from Canton.

Feb. 26. INABA MARU, Japanese str., 3,252, Wm. Bainbridge, Singapore 20th Feb., General.—NIPPON YUSEN KAISHA.

Feb. 26. LAHOR, Norwegian str., 949, J. A. Jensen, Chinkiang 21st Feb., General.—ORDER.

Feb. 26. MEEFOO, Chinese str., 1,231, Hoelger, Wuha a d. Shanghai 23rd Feb., Rice and General.—CHINESE.

Feb. 26. PETRAUCH, German str., 1,232, H. Uecker, Rangoon 11th February, Rice.—SANDER, WIELER & CO.

Feb. 26. ROSSETA MARU, Japanese str., 2,402, N. T. Manila 24th February, General.—TOYO KISEN KAISHA.

Feb. 26. TIGER, German gunboat, from Canton.

Feb. 26. WINELAND, Danish str., 1,607, Dagn, Moron 15th Feb., Coal.—CHINESE.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 23rd February.

Argo, Norwegian str., for Canton.

Condita, British str., for Shanghai.

Gibraltar, British str., for Singapore.

Heinrich Meissel, German str., for Singapore.

Ioydne, British str., for Moji.

Loden, Norwegian str., for Kobe.

Mefoo, Chinese str., for Canton.

Shakano Maru, Japanese str., for Saigon.

Sengen, British str., for Canton.

Singkating, British str., for Manila.

Toidun, Chinese str., for Shanghai.

Thales, British str., for Swatow.

## DEPARTURES.

26th February.

AMIGO, German str., for Tsinan.

AN PHO, British str., for Amoy.

CANDIA, British str., for Shantung.

DECIMA, German str., for Wuhan.

GIBRALTAN, British str., for New York.

HEINRICH MENZELL, Ger. str., for Singapore.

INDIATAYO, British str., for Shanghai.

IVY ENF, British str., for Moji.

KANSU, British str., for Tientsin.

LODSEN, Norwegian str., for Kobe.

PAOKH, British str., for Fuchow.

SALAMANDA, British str., for Saigon.

SHAKANO MARU, Japanese str., for Saigon.

SINGKANG, British str., for Masula.

TAISHUN, Chinese str., for Shanghai.

THALES, British str., for Swatow.

TSURUGISAN MARU, Jap. str., for Moji.

## VESSELS IN DOCK.

26th February.

AREKIDEN DOCKS.—Kowloon Docks, Kowloon, Compania de Filipinas, Sherman, Seward, Holstein, Isla de Cuba, Sotelo, H.M.S. Fame, Karin, Dafin Maru, Caldo.

COSMOPOLITAN DOCK.—Daphne.

WING ON STEAMSHIP COMPANY.

## HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 9 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 5 P.M. (Sunday included).

This steamer is the fastest and has superior cabin accommodation.

## FARES:

1st Class \$2.00  
2nd " 1.00  
3rd " 0.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West, Hongkong, 25th February, 1903.

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NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS WILL BE RESPONSIBLE FOR ANY DEBT CONTRACTED BY THE OFFICERS OR THE CREW OF THE FOLLOWING VESSELS DURING THEIR STAY IN HONGKONG HARBOUR.

LOTHAIR, Italian barque, A. M. Schiavino, Order.

SHIMOSA, British str., E. A. Chapman, DODWELL & CO., LTD.

## FOR MANILA.

THE Company's Japanese Mail Steamship "KASUGA MARU."

3,600 Tons. Captain H. Fraser, will be despatched for the above port TO-DAY, the 27th inst., at 4 P.M.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHABA, Manager.

Hongkong, 19th February, 1903. [568]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "LOONGSANG."

Captain W. Haswell, will be despatched as above TO-MORROW, the 28th inst., at 2 P.M.

This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd February, 1903. [626]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA GENOA.

THE Steamship

"GLENROYLE"

Captain T. Darke, E.N.E., will be despatched as above TO-MORROW, the 28th inst.

For Freight or Passage, apply to McGREGOR BROS. & GOW.

Hongkong, 24th February, 1903. [628]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DAWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE."



## POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Bengal*, will close at 3 p.m., to-day. The *Valletta*, with the English Mail of the 30th ult., left Singapore on Sunday, the 22nd inst., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on the 20th December.

The *Hongkong Maru*, with the American Mail of the 5th inst., left Yokohama on Thursday, the 26th inst., at daylight, and may be expected here on or about Friday, the 6th March.

## MAILS WILL CLOSE.

FOR	PER	DATE
Canton		
Syauk and Shanghai		
Swatoe, Chefoo and Tientsin		
Manila		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Nagasaki, Kobo and Yokohama		
Macau		
Shanghai, Tsingtao, Chefoo and Tientsin		
Maula, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne		
Kumchuk and Samshui		
Canton		
Namtao		
Kudat and Sandakan		
Singapore		
EUROPE, &c., India via Tunicorin		
(Late Letters 11.30 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Manila		
Moji, Kobo, Yokohama and Portland (Or.)		
Swatoe, Amoy and Foochow		
Amoy		

## TO-DAY.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m. The Brough Comedy Co., Theatre Royal, 9 p.m.

## TO-MORROW.

Sale, Embroideries, etc., Sales Rooms, Mr. Geo. P. Lammett, 11 a.m. Sale, Household Furniture, No. 14, Wyndham Street, Messrs. Hughes & Hough, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

26th February.

ON LONDON.— Telegraphic Transfer ..... 1/61  
Bank Bills, on demand ..... 1/61  
Bank Bills, at 30 days' sight ..... 1/71  
Bank Bills, at 4 months' sight ..... 1/71  
Creditors, at 4 months' sight ..... 1/71  
Documentary Bills, 4 months' sight, 7/1

## ON PARIS.

Bank Bills, on demand ..... 188  
Creditors, at 4 months' sight ..... 202

## ON GERMANY.

On demand ..... 1611

## ON NEW YORK.

Bank Bills, on demand ..... 38  
Creditors, 60 days' sight ..... 39

## ON BOMBAY.

Telegraphic Transfer ..... 117  
Bank, on demand ..... 1174

## ON CALCUTTA.

Telegraphic Transfer ..... 117  
Bank, on demand ..... 1174

## ON MANILA.

On demand ..... Par.

## ON SINGAPORE.

On demand ..... 1/1 p.c.p.m.

## ON BATAVIA.

On demand ..... 94

## ON HAIPHONG.

On demand ..... 2 p.c.p.m.

## ON SAIGON.

On demand ..... 1/1 p.c.p.m.

## ON BANGKOK.

On demand ..... 67  
GOVERNMENT, Bank's Buying Rate ..... 12.62

(1/1 LEAF, 100 fine, per tael ..... 56.60

1/1 SILVER, per oz. ..... 22.4

## OPIUM.

28th February.

Quotations are:— Allowance net to 1 catty.  
Malwa New ..... 5900 to — per picul  
Malwa Old ..... 1100 to 5100 " " " " "  
Malwa Old ..... 8470 to 8110 " " " " "  
Malwa V. Old ..... 8110 to 8130 " " " " "  
Persian fine quality ..... 750 to — " " " " "  
Persian extra fine ..... 100 to — " " " " "  
Patna New ..... 8051 to — per chest  
Patna Old ..... 8027 to — " " " " "  
Bengares New ..... 81627 to — " " " " "  
Bengares Old ..... 80 to — " " " " "

## VESSELS EXPECTED.

THE ENGLISH MAIL.  
The P. & O. steamer *Valletta* left Singapore for this port on the 22nd inst., at noon, and is due here to-morrow, at about 6 a.m.

THE INDIAN MAIL.  
The Indo-China steamer *Suisa*, from Calcutta and the Straits, left Singapore for this port on the 22nd inst., at daylight.

THE AMERICAN MAIL.  
The T.K.K. steamer *Hongkong Maru* left Yokohama for this port, via Inland Sea, &c., on the 23rd inst., a.m.

The O. & O. steamer *Doris* left San Francisco for this port via Honolulu, &c., on the 21st inst.

THE GERMAN MAIL.  
The Imperial German mail steamer *Preussen* left Kobe via Nagasaki and Shanghai on the 22nd inst., a.m., and may be expected here on the 23rd prox.

The Imperial German mail steamer *Prinz Heinrich* left Colombo on the 22nd inst., a.m., and may be expected here on the 5th prox.

THE CANADIAN MAIL.  
The C.P.R. steamer *Empress of China* left Vancouver on the 24th inst., p.m., for this port.

THE MERCHANT STEAMERS.  
The P. & O. steamer *Magadan* left Singapore for this port on the 10th inst., at 8 a.m.

The steamer *Gregor Apcar*, from Calcutta, left Singapore for this port on the 20th inst., p.m.

The O.S.S. steamer *Kintuck* left Singapore on the 21st inst.

The "Glen" Line steamer *Glengyle* left Shanghai on the 24th inst., a.m., and is due here to-day.

The "Glen" Line steamer *Glengyle* left Singapore on the 22nd inst., and is due here to-morrow.

The N.Y.K. steamer *Kintaku Maru* (Bombay Line) left Shanghai for this port on the 25th inst., p.m., and is expected here on the 1st prox.

The N.D.L. steamer *Freiburg*, from Hamburg, left Singapore on the 25th inst., a.m., and may be expected here on the 3rd prox.

The O. & O. steamer *Castile* left Nagasaki for Manila, on the 24th inst., at 4 p.m., and is due at Manila on the 25th inst., at 7 a.m.

## BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.



THE BREWERY, LARGEST  
IN THE WORLD.

IN OCEANIA.

IN ASIA.

(Published Quarterly.)

CONTAINING Articles of Special Interest.

Profusely Illustrated, descriptive of the People, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ..... \$1.50.

On Sale at: NORTH CHINA HERALD  
OFFICE, Shanghai;

MESSRS. KELLY & WALSH,  
Hongkong;

and all leading Booksellers in the Far East.

Hongkong, 14th February, 1903. [52]

## NOTICES TO CONSIGNEES

PORLAND AND ASIATIC STEAM-  
SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAPURA"

FROM PORTLAND (OR.), YOKOHAMA,  
KOBE, MOJI AND NAGASAKI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for counter-

signature and to take immediate delivery of

their Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in

any case whatever.

ALL CAMERON,  
General Agent.

Hongkong, 21st February, 1903. [14]

OCEAN STEAMSHIP COMPANY,  
LIMITED.

CONSIGNEES for Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., in both cases it

will lie at Consignees' risk. The Cargo will be

ready for delivery from Craft or Godown on

and after the 21st instant.

Optional Cargo will be landed, unless notice

is received from the Consignees before 2 p.m., to-day, the 23rd inst., requesting it to be landed here.

Bills of Lading will be counter-signed by the

Undersigned. Goods remaining unclaimed after

Monday, the 2nd March, at Noon, will be

subject to rent and landing charges.

All claims must be sent in to me on or before

the 2nd March, or they will not be recognized.

All damaged packages will be examined on

Monday, the 2nd March, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 23rd February, 1903. [2]

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 20th February, 1903. [10]

NOTICE FOR SALE.

ONE NEW EDISON (LATEST No. 71)  
OSCILLATING MICROGRAPH,  
with ACCESSORIES.

THE ROBINSON PIANO CO., LTD.

Hongkong, 4th February, 1903. [47]

## JOINT STOCK SHARES.

Hongkong, 26th February.

COMPANY. PAND UP QUOTATIONS.

Banks—Hongkong &amp; Shanghai ..... \$125

Nat'l. Bank of China ..... 28

B. Shares ..... 28

Foun. Shares ..... 21

Bell's Asbestos E. A. ..... 21

Campbell, Moore &amp; Co. ..... 21

China Light and Power Co., Ltd. ..... 20

China Prov. L. &amp; M. ..... 10

China Sugar ..... 100

Cigar Companies—Alhambra, Ltd. ..... 500

1 Philippine Tobacco Trade Co., Ltd. ..... 500

Cotton Mills—Ewo ..... 100

International ..... 75

Lau Kong Mew ..... 100

Soychus ..... 500

Hongkong ..... 10

Dairy Farm ..... 10

Greenway &amp; Co., Geo. .....